

MARYLAND HISTORICAL TRUST

File #827

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Moore-Love House

AND/OR COMMON

Spealman House

2 LOCATION

STREET & NUMBER

Box 193

CITY, TOWN

Pilot Town Conowingo ~~X~~ VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☒ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

August W. Spealman

Telephone #: 378-2885

STREET & NUMBER

Box 193

CITY, TOWN

Pilot Town-Conowingo VICINITY OF

STATE, zip code

Maryland 21918

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #: WAS 362

Folio #: 14

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

CE-845

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Moore-Love House c. 1840-1850 is a ^{SINGLE} ~~one~~ story ~~single~~ ^{one} room plan log house. It is located on Bald Friar Road just west of Pilot Town crossroads. The house faces the road with a western exposure while the main gable runs north/south.

The main block is approximately 20' 5" by 16' 1" and 3 bays across by 1 deep. The main section has had 3 additions, ^{one} to the north, east and west sides. A single story gabled frame structure c. 1875-1900 was added to the north gable end. It continues on the same axis as the main block. To the west a single story shed roof porch was attached and to the east a single room addition with shed roof was connected.

The entire house rests on a partial basement of fieldstone. The exterior has been sheathed with an imitation brick tile. A layer of weatherboarding is found beneath that. The logs are exposed on the south side. The corners were not visible so the notching method was not evident. The gable end above the first floor was framed in. The tin roof is of medium pitch and extended at the gable ends. A small stuccoed stove stack rises out of the north gable.

The west facade has three openings, the central one being a door. Six over six sash windows flank the entrance. The door and window surrounds are plain. The elevated front porch is supported by square piers with wooden floors below. The ends to the roof have a saw-tooth decoration.

The south end is void of any extra detail outside two 6 pane second story windows and a basement entrance. There is a door in the end of the shed addition.

The east and north sides have similar appearances.

The interior of the log section is very plain. A small enclosed stair is located in the northeast corner and is sheathed with finely beaded vertical board strips. A simple thumb latch is found on the door.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This house is one of the earlier 19th Century houses in the Pilot Town vicinity. It is one of two known log houses in the general area, and probably typical of the modest dwellings of its day. The house is located on the road running from Bald Friar to Pennsylvania which undoubtedly predated the cross roads at Pilot Town. A ferry crossed the Susquehanna at Bald Friar, and therefore made this a well traveled route. The other earlier houses in this area are related to this road instead of the crossroads.

Love - 1877

Moune - 1858

CE-845

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE _____	COUNTY _____
STATE _____	COUNTY _____

11 FORM PREPARED BY

NAME / TITLE		DATE
Paul B. Touart Historic Sites Surveyor		7/26/78
ORGANIZATION	Cecil County Committee	TELEPHONE
STREET & NUMBER	Cecil County Courthouse	398-7568
CITY OR TOWN	Elkton	STATE
		Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Pilot Town

CE- 840, 842, 843, 844, 845 (log house), 846, 847 (school no. 3), 848, 849 (store), 850, 851, 852, 853 (Johnson Victorian), 854, 855, 856, 857, 858, 859, 860, 861, 862, 863.

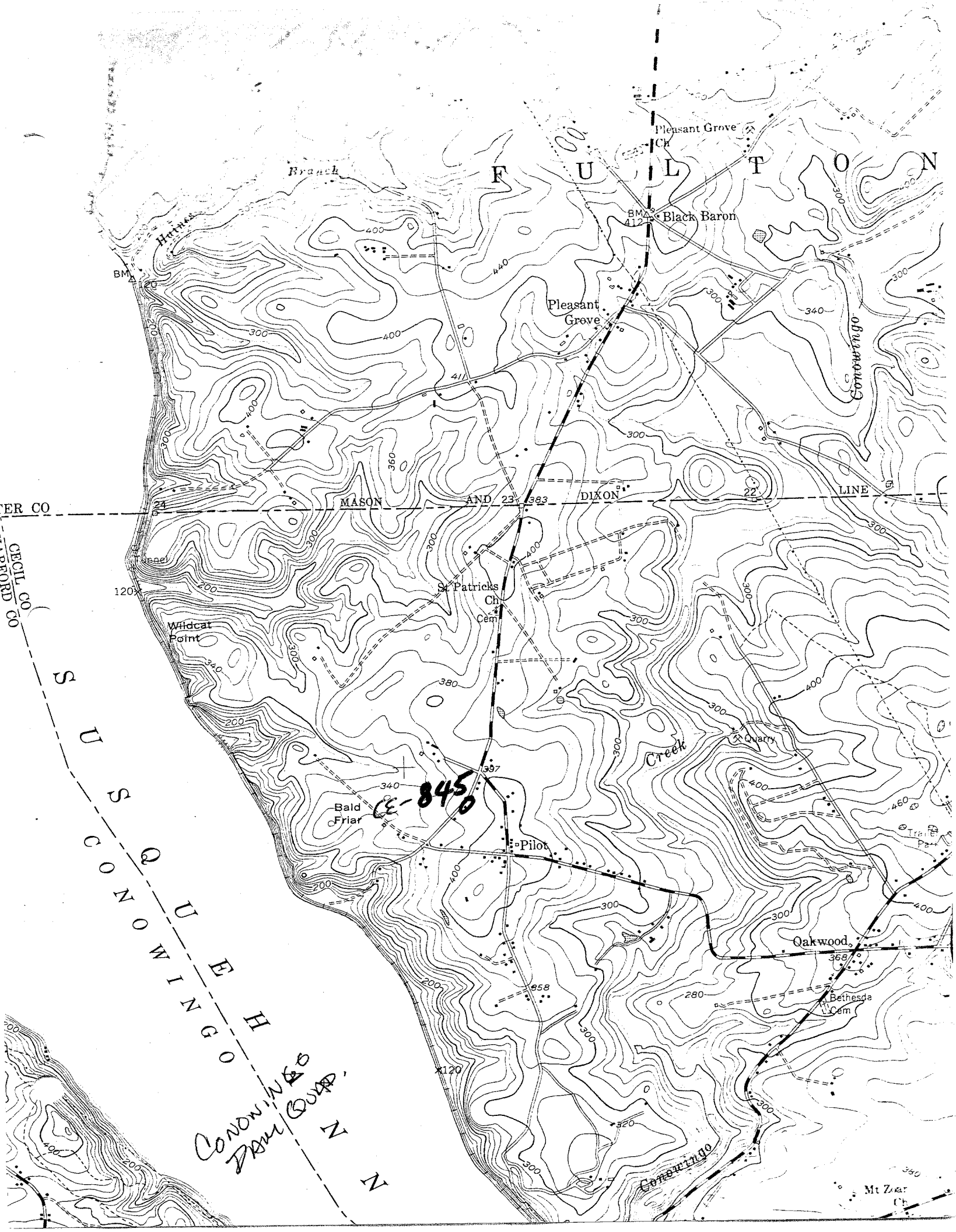
Pilot Town owes its existence to two primary reasons. The first is the 19th Century mining activity in the area and the second is the shift of the Susquehanna crossing from the Bald Friar ferry to the town of Conowingo. The road from Pennsylvania to the Bald Friar ferry passed west of the present Pilot Town crossroads. It is obvious that this route predated any other southerly route in the vicinity especially since the earlier farms and houses are oriented to it. St. Patrick's Church (CE-834), Pembroke Farm (CE-836), Moore-Love log house (CE-845), and the Fulton-Alexander House (CE-844) all date from before the mid 19th Century and stand near or next to the earlier route. Due to the treacherous descent to the ferry and easier access at Conowingo a covered bridge was built across the Susquehanna at Conowingo, which eclipsed activity at Bald Friar. With the construction of a bridge at Conowingo a more direct southerly route from Pennsylvania was needed, which necessitated an easterly shift in travel. It amounted to a difference of a few hundred yards but was enough to form an intersection with the east/west Mount Pleasant road. Continued interest in the mining of feldspar, soapstone, and gravel in the mid 19th Century brought more development and change. Pilot Town was a definite result of these two factors and the mid to late 19th Century housing that exists today is ample evidence for this occurrence. Pilot Town supported a local market till the early 20th Century (CE-849) and its own school (CE-847) till about the same time.

The houses that make up Pilot Town are traditional two^{story} frame structures that one sees throughout Cecil County. (see CE-840, CE-842, CE-844, CE-846,

Pilot Town

2

CE-848, CE-851, CE-852, CE-853, CE-854, CE-855, CE-856, CE-857, CE-858, CE-859, CE-860, CE-861, CE-862, CE-863) The structures are basically plain straightforward buildings that are typical houses for workers in a mining area. This is not to say that the previous agricultural life of area was replaced by the mines. The farming community continued as it had since the late 18th Century but now alongside mining operations that brought Irish immigrants in the early 19th Century.





MOORE LOVE . SPEALMAN HOUSE

CE- 845

SOUTH ELEVATION

PILOT TOWN, MD.

6/28 PBT